

The Coyotelog

AF Outstanding Unit - 2000, 1985, 1979

The Monthly Newsletter of the 190th Air Refueling Wing

Vol. 47, No. 1 October 2004

Main gate enhancements: Mandated and wanted

By Tech. Sgt. Greg Burnetta
190th Public Affairs

More than \$2,000,000 is being spent in order to protect our unit members, provide increased base security, and to facilitate a safe free-flowing vehicle entry road onto Forbes Field.

"Building a new main gate and adjacent roadway are actually two separate projects but are combined together to increase security measures and create better traffic routing capabilities," said Lt. Col. Andrew R. Baden, 190th Civil Engineering. "This ties in with the new fence project security measures," he said.

The project is a result of newly implemented Air Force Protection and Antiterrorism measures. Since the terror attacks of 9/11, more emphasis has been spent on protection of military service members, said Lt. Col. Craig A. Hansen, 190th Civil Engineering Squadron Commander. "The focus is on protection of people," he said.

"The armed forces have been provided more funding in order to strengthen our defenses against possible terrorist attacks and we have learned to prioritize our defensive counter-measure projects. One of the most vulnerable areas of any base is the front gate," said Hansen. "Once through the gate, people have access to most sections of any given base."

The project calls for the complete demolition of the current main gate. When completed, the new gate will set further back from Topeka Boulevard. The extra distance will accomplish two things.

It will help accommodate the flow of traffic during peak times by having more room for more vehicles to turn in from Topeka Boulevard. It will also leave sufficient room to place an additional parking lane for vehicles that require a detailed inspection by security forces.

If determined that a vehicle should be denied access to the base, there will also be room for security forces to have the vehicle turn around and depart the area without bogging down traffic entering the base.

In the event an unauthorized vehicle attempts to enter the base, there will be a Delta-barrier, which will be mounted in the roadway and controlled by security forces. The Delta-barrier is a large hydraulic operated metal barrier that is mounted flush to the roadway. When activated, it rises up and blocks vehicular traffic from proceeding.

In addition to a new front gate, a road will be constructed that will redirect traffic away from key facilities such as Base Operations, Base headquarters and the dining facility. The road will run in a southeast direction from the front gate to the east end of the base



Main gate enhancements underway
(photo by 190th Communications Flight)

where fifty percent of Forbes' workforce is located.

The decrease in vehicular traffic near Base Operations, Base Headquarters and the dining facility will be safer for pedestrians in and around those buildings. In addition, the new road will be designed with curves, which will naturally keep vehicular speeds down to a level that should preclude the need for speed bumps.

Other security measures being added include a new fence that will isolate the fuel farm from the roadway and a parking lot expansion large enough for an additional seventy vehicles is being built just south of Hanger 662.

The front gate will be closed for the next several months until the projects are completed. All personnel entering or leaving the base will need to use the alternate gate located behind the dining facility. The scheduled completion date for the projects is Christmas of this year.

Inspection philosophies: Past & Present

By **Lt. Col. Charles Vansloten**

190th Aircraft Maintenance Squadron

Over the past twenty plus years we've witnessed several versions of unit inspection / doctrine philosophies. SAC (Strategic Air Command) compliance, TQM (Total Quality Management), and now the AEF/ECS (Aerospace Expeditionary Force/Expeditionary Combat Force) format.

In the "good old SAC" compliance days we'd prepare year 'round for frequent inspections which would pit us against hundreds of pages of regulations (they were called regulations in those days). The emphasis on the aircraft maintenance side was mostly in documentation. Bench stock, custodial documents, supply, aircraft, shop, and training records, were studied. On the operations side the focus was on alert, aircraft generation, and crew testing. We always came out well. Even without having a computer on every desk.

After the first Gulf War and the demise of SAC, Air Force leadership directed that the regulations be put on a diet. Pages were trimmed by two thirds. The periods between inspections were increased. Some charge that along with the fat, some muscle was trimmed. Maybe so. To compensate for the loss of direct guidance a new program called TQM was introduced in the mid-1990s. TQM training was mandatory for all unit members. One of its tenants included personnel empowerment. Empowerment, as defined in the training, meant three things: 1) set expectations. 2) give people the

resources necessary to meet the expectations. And 3) make people responsible. Well, I was OK with empowerment #1 & 2, but I had trouble with # 3. Over the years I have found that I CANNOT MAKE ANYONE RESPONSIBLE FOR ANYTHING. Only *they* can assume responsibility. I didn't make friends with the instructor. Oh well, I digress.

TQM succumbed to the realization that self management coupled with limited guidance was no substitute for explicit guidance and solid expectations.

The new cycle is interesting. After a decade of "wandering in the wilderness" the AMC IG has structured an inspection format which assesses not only how well a unit prepares for but how well they execute the mission. A visit to the AMC IG web site reveals an as yet scant body of knowledge with only a handful of results posted to date. The 190th has been near the leading edge in contributing to that body.

The EORI (Expeditionary Operational Readiness Inspection) in Turkey introduced many new inspection concepts. The most significant change was that this inspection was conducted while our unit was deployed in support of a real world AEF contingency: Operation Enduring Freedom. Our primary focus was, of course, the safe, successful execution of the mission. Pretty routine stuff for our outfit. Overlay an inspection and suddenly "routine" takes on a whole new meaning. At one point I had to check my uniform to make sure there wasn't a SAC patch on it. At the end of the day, our deployed forces achieved not only mission



Lt. Col. Charles Vansloten
Aircraft Maintenance Sq. Commander

success but the praise of the AMC inspectors as well.

The IGX with its focus on ECS again demonstrated change in inspection format. This deployment rapidly blended dozens of diverse units into a single force. Leadership, planning, and teamwork were key to success.

As we look back over the inspection / doctrine themes of the past two decades what becomes apparent is that we organize, train, and inspect as we fight. The SAC (Strategic Air Command) philosophies were appropriate for the Cold War. The TQM internal process focus occurred during a time without defined adversaries. Today, with an increasing global ops tempo, reduced forward basing, and an increased reliance on reserve forces, the new inspection formats are in step with new realities.

One thing remains unchanged, however, that is the willingness and effort you put forth to ensure the continued success of our unit.

Taylor pins Colonel



Kerry Taylor assumes the rank of Colonel

Col Taylor's wife (Sally) and mother (Carolyn) pin his new rank during the reading of his promotion order.

(pictured: (L-R) Carolyn Taylor, Col Taylor and Sally Taylor)

(photo by: SrA Mandy Johnson)



Thank you for your service
Col Taylor receives a U.S. Flag flown over the U.S. Capital on the day of his promotion from family friend Peggi Moore.

(photo by: SrA Mandy Johnson)



Political Participation for members of the military

As our country moves towards national elections in the fall, AF people must remember they are subject to **limits on political participation**. All Airmen, military and civilian, are encouraged to fulfill their rights of citizenship to the maximum extent possible consistent with the restrictions imposed by law and regulation.

Military people can find the rules for political participation in:

- DoD Directive 1344.10, Political Activities by Members of the Armed Forces on Active Duty
- AFI 51-902, Political Activities by Members of the Air Force

Failure to comply with these rules may be chargeable under Article 92 of the UCMJ.

Civilian employees are governed by Section 6-200 of the Joint Ethics Regulation.

These limitations result from the necessary separation between political activity and the federal government, and the need for public confidence in civilian control over the military. The guiding principle is that AF people will avoid any activity that may be viewed as associating the AF directly or indirectly with partisan political causes or candidates.

Inspections - Get ready!

By Chief Master Sgt. Paul Wirtz
190th Air Refueling Wing

The Air Mobility Command Inspector General, a team of approximately 60 inspectors, will conduct a Unit Compliance Inspection (UCI) at Forbes from 14 through 19 March 04. Other inspections and evaluations that will be conducted are the Hospital Services Inspection (HSI), and the Tanker Strategic Aircraft Reconstitution Team / Single Integrated Operation Plan (TSART/SIOP). There is the potential for a Maintenance Standardization Evaluation Program (MSEP) evaluation being conducted by a team of Air National Guard inspectors at the same time.

The focus of these inspections of the 190th Air Refueling Wing is compliance; how well the wing com-

plies with laws as well as DOD, Air Force, AMC, ANG and the 190th ARW instructions.

To the average person, the importance of inspecting how well a unit is managed may not seem important, as say, war fighting skills, but that's hardly the case.

The bottom line is simple; a unit that ensures compliance with applicable regulations will unquestionably be more efficient, sustain greater degrees of mission readiness and enjoy higher levels of safety.

In turn, those benefits lend toward improved teamwork, morale and overall confidence of those involved.

The inspectors will focus on functional areas of aircrew life support, civil engineering, communications and information, command post, contracting, disaster response, financial

management, personnel, plans and programs, security forces, self-inspection program, services, supply and air/ground transportation.

They will also inspect By-Law compliance areas including intelligence oversight and sexual harassment education and prevention.

Special Interest Items (SII's) for the government travel card program, operations security, transportation protective service shipments, and sexual assault deterrence and response will also be examined.

Both By-Law compliance areas and SII's are updated at least annually and other programs may be added to the IG's inspection checklists.

All 190th Air Refueling Wing units are subject to inspection for any applicable inspection item.

Military Benefits

Do you really know who will receive your benefits?

By Tech. Sgt. Tammy Wells
190th Mission Support Flight

The main function of the Customer Support Section is to maintain the personal information of unit members. In order for us to ensure that we can contact you or members of your family and provide the proper entitlements or benefits we need accurate information. It is up to the member to ensure information such as address changes, births of children, marriages or divorces, and deaths are reported, in a timely manner, to the Customer Support Section.

The Military Personnel Flight now offers information at your fingertips

with a web page on the Coyote Intranet. The site gives instruction on how to update your address via the vMPF and how to correct the information on your Record of Emergency Data Card. However, information regarding changes in dependents must be done in person.

Another area of concern is Servicemen's Group Life Insurance (SGLI). It is very important to have a designated beneficiary instead of "By Law."

In January of this year our office notified those members who had the "By Law" designation to come in and designate a beneficiary by name. If you received that letter and have not yet made the change please do so

soon. Leaving the "By Law" designation will delay the payment to your family until the proper beneficiary can be determined by the State. If you are unsure of what your designation is you can stop by and review your records, and make changes if you desire. This is no longer an "It won't happen to me" world, and it is our responsibility and obligation as military members to keep current information in our personnel records.

Please contact Tech Sgt. Tammy Wells at 861-4133 or Senior Airman Orlando Saucedo at 861-4131 if you have questions or concerns regarding your personnel information.

Perfecting a treasured military courtesy

By Tech. Sgt. James Brabeneco
AFPC Public Affairs

RANDOLPH AIR FORCE BASE, Texas - For most people the salute symbolizes the honor and respect inherent in the military lifestyle. Despite its significance, I've noticed a variety of salutes during my Air Force career such as:

- the "tennis elbow" salute, delivered with the elbow low and close to the body;

- the "Capt. Hook" salute characterized by the cup-like shape of the fingers and palm of the hand;

- the "who goes there?" salute, which features the fingers of the right hand coming to rest somewhere over the right eyebrow; and

- the "Off we go" salute where the right hand flies swiftly forward instead of taking its normal downward path along the gig line.

Air Force Manual 36-2203 states to correctly salute raise the right hand smartly in the most

direct manner while at the same time extending and joining the fingers. Keep the palm flat and facing the body. Place the thumb along the forefingers, keeping the palm flat and forming a straight line between the fingertips and elbow. Tilt the palm slightly toward the face. Hold the upper arm horizontal, slightly forward of the body and parallel to the ground. Ensure the tip of the middle finger touches the right front corner of either the billed hat or outside corner of the right eyebrow or the front corner of glasses if no hat is worn. To complete the salute, bring the arm smoothly and smartly downward, retracing the path used to raise the arm.

I recall how practice played a key role in getting through saluting during basic training. We learned this maneuver then anxiously waited our turns to knock at the training instructor's door, march in, report and smartly salute. We all practiced quietly reciting our report and salute prior to that moment under scrutiny. Invariably nerves

set in and many failed, but over time we learned how to deliver a good salute.

Moving on to technical school my awareness of the salute came frequently to bear during change of command and retirement ceremonies. Standing at attention in the hot Mississippi summer heat we answered our group commander's call for "present arms" as hundreds of young Airmen flashed precision salutes.

I'd be a liar if I said my conduct has always been completely exemplary. While on assignment overseas, I'd follow the lead of my golfing buddies and duck under the eaves of a building to keep from saluting during the daily two-nation retreat ceremony.

However, I can say those selfish habits are in the past, and I now enjoy saluting.

Although I doubt I'll ever be as good as an honor guard member, I do know each opportunity to show respect to the flag or to Air Force officers provides me a chance to perfect my salute.

Practice your salute; it may be a courtesy that grows on you too.

Communications News

Your name is changing

Some of you have already experienced the name changes occurring throughout Forbes.

In accordance with ANG Active Directory Naming Standards V1 dated 3 May 2004 and in preparation for the ANG migration to Active Directory, the 190th will be converting your log on name.

Currently we log on to the network using Last name first initial

(LastF) your new log on will be First name dot Last name (first.last).

We will be using your given legal first name. If you go by the name "Bob" but your first name is "Robert", your log on will be robert.lastname. This change over will go into effect on the first day of October drill, Saturday the 2nd of October 2004. Your e-mail address will not change.



SrA Christine E. Lahman



ORGANIZATION: Maintenance Flight

JOB TITLE: Aircraft Fuel System Mechanic

MAIN RESPONSIBILITIES: My duties include, but are not limited to, troubleshooting fuel system discrepancies, removal and replacement of fuel related components, fuel leak evaluation and repair, and testing and inspecting; sealants, cells, integral tanks and topcoat.

CIVILIAN CAREER: Student

EDUCATION: Junior at Washburn University

MILITARY EXPERIENCE: 3 years and 7 months, 190th ARW

GOALS AND AMBITIONS: After graduating from Washburn with a bachelor degree in Mass Media, I would like to become involved in the production of a major magazine. I also hope my future involves lots of traveling with the 190th on missions and for personal leisure.

HOBBIES AND ACTIVITIES: I enjoy anything that involves creativity such as arts and crafts, scrapbooking, computer design, and sewing. I am also a huge car fanatic and love hot rod shows and racing. My personal preference is Mustangs. In addition, I am a bowling enthusiast, although I can't claim to be any good.

MOST MEMORABLE 190TH MOMENT: My first TDY experience in Turkey earlier this year, I had a great time meeting new people and seeing the sites. I will never forget the great food at Mujats, and even the embarrassing toothpick joke I was subjected to.

Blast from the Past



... Another sign of the adaptation of operations "Wheatstalk," undertaken in the summer of 1958 in preparation for the upcoming ORI. "Wheatstalk" was a practice war between "Canaberraland; and "Faginland." The border between those two nations ran along the line Garden City-Wellington-Fort Riley-Omaha-Des Moines. North and west of that line was peaceful and prosperous Canberraland. To the south and east ruled the power-mad Faginlanders, their resources and goals carefully worked out by officers of the 117th. Finally, the big event began. A weekend drill commenced with the words: "Open hostilities erupted along the Canberraland-Faginland border this morning...." Immediately, the full strength of the 117th was committed to the aid of defending Canberralanders. RB-57s sought to determine the strength and disposition of ground forces, rail and vehicular traffic movements, and other signs of enemy strength and intention. They monitored airfields used by Faginland, and checked the build up of hostile air strength. So successful was the 117th in gaining crucial intelligence, that the Faginlander Army was driven back all the way to the uninhabitable wasteland of Texas, and has not been heard of since.

Find out more about the 190th's history at the Historian's Intranet site (find it under the Wing HQ menu)

Promotions

A1C

Justina Call, Ops



SSgt

Corey L. Hines, LRS
Roger L. Stockman
Lucretia A. Tate, LRS



SrA

Ryan L. Collins, CF



SSgt

James L. Carter, OSF
Angela M. Drummer, FM
Joshua A. Gorski, MXS



MSgt

Lisa D. Everett, CP
Scott M. Moser, MSF
Brad D. Murray, MSF



Top Achievers

SSgt Lonnie Woodman received the AETC Commander's Award for recognition as top graduate, J3ABR2A531G-002, 82nd Training Group on 26 Jul 04.

TSgt Troy Hultgren received the AFCOMAC Outstanding Performer from the AMMO Chiefs Association when graduating from AFCOMAC on 24 Jul 04.

SSgt. Rebecca Nowicki graduated from the Munitions Systems Apprentice Course at Sheppard AFB, TX on 30 Jul 04 as a Top Graduate, achieving an overall score of 98%.

Retirements

MSgt. Michael A. Givens, 190 CES - Retirement Date: 24 Sept 2004
TSgt. Frank E. Hernandez, 190 MXS - Retirement Date: 12 Sept 2004
TSgt. Rebecca H. Mills, 190 LRS - Retirement Date: 1 October 2004

FYI



First Sergeant Vacancy 190th Medical Group

Submit application packet (current RIP and resume) to CMSgt Teresa Blanchard (MPF) by COB on November 7, 2004.

Individuals submitting a packet for consideration must be a Master Sergeant or promotable Tech. Sergeant.

Own your own KC-135!



Capt. Shane Kessler will be taking orders for these KC-135E models (complete with 190th nose art, Kansas tail flash, and minuteman artwork on the tail).

Contact Capt. Kessler if you are interested or sign up for yours during the October UTA.
Cost is expected to be approx. \$100.00.

190th Vs. 184th



Air Guard Golf Tournament



Friday October 8, 2004

Rolling Meadows Golf Course: Junction City

Showtime: 8:30 a.m. / Tee Time: 9:00 a.m.
Cost: \$40
(includes cart, green fees, lunch, prizes)

To register contact Tsgt. Troy Abel
(861-4927) on or before October 1

World Traveler Wanted!

Do you love to fly, does a \$5,000 bonus interest you?

When: Saturday (Nov UTA) from 9 – 10 am

Where: Coyote Cafe

Who: Anyone who is interested ~ Current members of the 190th, non-prior and prior service members

Why: To obtain information on what is required to become a boom operator

Questions: Contact MSgt. Mark Sweeney at 785-249-6537 or MSgt. Tim Treinen at 861-4751

Coyote Cafe Menu

Saturday October 2

Hungarian Goulash
Savory Baked Chicken
Mashed Potatoes
Chicken Gravy
Wild Rice
Green Beans
Rolls
Salad Bar
Potato Bar
Sugar Cookies
Pumpkin Spice Bars
Fruit Jell-O
Marble Cake

Sunday October 3

Beef Stew
Grilled Brats
Sauerkraut
Hot German Potato Salad
Spaetzle (German egg noodle)
Breadsticks
Sugar Cookies
Pumpkin Spice Bars
Fruit Jell-O
Marble Cake

Hotel for October

Capital Plaza

190th Chapel Services

Protestant: 0800 - 0830
Latter Day Saints: 1100 - 1130
Catholic: 1345 - 1415

The Base Chapel is located on the 3rd floor of Hangar 662.

Do you have news to share?

The Coyote Log welcomes articles and captioned photos relevant to members and retirees of the 190th ARW. Submissions must be accurate in fact, and will be edited for clarity and length. Articles will be published as space permits.

The deadline for submission is Sunday of the UTA prior to the month the article will be published. Submit articles as e-mail attachments in Microsoft Word format. Photographs must be non-copyrighted prints or 300 dpi or higher TIF or JPG images. Articles and images should be sent to:

coyotelog@kstope.ang.af.mil

The Coyotelog

AF Outstanding Unit - 2000, 1985, 1979



Coyote Log Staff

Col. Gregg Burden

Commander, 190th Air Refueling Wing

1st Lt. Chris Hill

Community Manager / Editor

2nd Lt. Joe Blubaugh

Chief of Public Affairs / Associate Editor

Tech Sgt. Greg Burnetta

Public Affairs NCOIC

Staff Sgt. John Carter

Public Affairs Admin. Support

190th Multimedia Support Center

Photographic / Graphic Support

190th Information Systems Branch

Printing / Distribution

190th Public Affairs/Coyote Log

Forbes Field (ANG)

5920 SE Coyote Drive

Topeka, KS 66619-5370

coyotelog@kstope.ang.af.mil

POC: Lt. Chris Hill

(785)861-4593

www.kansascoyotes.com

The *Coyote Log*, published monthly, is a US Air Force funded newspaper for members of the U.S. Military Services. Contents of the *Coyote Log* are not necessarily the official view of, or endorsed by, the U.S. Government, the Department of Defense, or the Department of the Air Force. The editorial content is edited, prepared and provided by the 190th ARW Public Affairs Office.

The Monthly Newsletter of the 190th Air Refueling Wing

Vol. 47, No. 1 October 2004

THE COYOTE LOG
190TH ARW
PUBLIC AFFAIRS
FORBES FIELD (ANG)
5920 SE COYOTE DRIVE
TOPEKA, KS 66619-5370
OFFICIAL BUSINESS



FIRST-CLASS
MAIL
US POSTAGE PAID
PERMIT NO. 982
Topeka, KS

To The Coyote Family of